

Commerce. Three men were then appointed as a preliminary committee. They advised me to attempt nothing till my return. On my return the last of August this year for a week's stay, I met more than thirty business men who are looking to China as a field for commercial development. I therefore fell in with their inclination and suggested that the Museum or Exposition building, costing £3,000, be erected by the people of the Pacific coast, in case Germany should delay to carry out this proposition. The Chamber of Commerce, the Board of Trade and the Manufacturers Association will appoint five men each for such a committee with power to add others to their number. Hon. John Barrett, formerly Minister to Siam, is a most enthusiastic advocate of the cause, both in the Western and Eastern States. The enterprising spirit of commercial men on the Pacific coast will not be lacking in this scheme which is, in one part, educational along commercial lines, and in another, a means of inducing cities in my own country to conduct a competition, commercial and religious, everywhere in China and there may be chances in many ways for harmonious co-operation and mutual benefit. The full length of our stay in Germany was ten days. Though having no introduction, beyond that of the work, we met a large number of influential men than for the same length of time in any other country. Dr. Stuebel, a former member of our Shanghai committee, entered sympathetically into our plans. I had several conferences at the Foreign Office in Berlin and was given valuable aid. I also had an audience with the Imperial Chancellor, Prince von Bismarck, who showed a sincere interest in all plans for exerting a just and beneficent influence in China and for the strengthening of China. The matter was also brought to the attention of the Emperor and Empress. Nearly a dozen men consented to join a German committee, among whom are Count Hatzfeldt, Count von Moltke, Count Bernstorff and Count von Moltke of the Lower House, Herr Mendelssohn Bartholdy, banker, Dr. Solteberg, Director of the Deutsche Reichsbank, Dr. Schumacher, of the German Commercial Mission to China, and three or four Chinese merchants at Hamburg. Germany is making rapid strides in commerce. I proposed that the Museum or Exposition, costing £3,000, be the one to represent the generosity of Germany. Everything is organized for action, but any investment of money will depend on the way the authorities at Peking act towards the scheme and its execution. The next place visited, where we also spent to days, was St. Petersburg. I was received by four Ministers of the Government, Count Muraviev, Minister of Foreign Affairs, M. de Witte, Minister of Finance, Prince Hilkoff, Minister of Railways, and M. Polovozoff, Promoter of the Holy Synod. A memorial was presented to the Czar. I had several conferences with Prince Uchomsky, the head of the Russian Bank. He has visited China several times, and is more of an enthusiastic admirer of Chinese teachings and traditions than any statesman I have met. In his paper, the *Viedomosti*, there were three leaders on our undertaking. One was headed in English, "A Helping Hand to China." About the time I was there he and his assistant wrote an article in the July number of the *North American Review*, in favour of a Russian-American alliance, and commended the plan of the International Institute as one just to China. This article also appeared in Russian and has attracted wide attention. Not knowing at the time of my visit of the preparation of this article, I proposed that the large building to be used as library and class-rooms, and costing £6,000, be put up by friends in Russia and New York conjointly. I understood that the co-operation of Russia could be expected if other countries do actually aid, and if the plan meets with favour at Peking. Brief visits of a day or two were made to Stockholm and Copenhagen. In the former I was received at the Foreign Office, had audience with the King, and was taken to understand that if the work became thoroughly international Sweden would take a small share in the way of contribution. In the latter I was also received at the Foreign Office, and had audience with Princess Marie and Prince Valdemar, who is soon to visit the Far East. The good-will of the Danish Government was secured, while Mr. Anderson, of the East Asiatic Company, aided by the Director of the Great Northern Telegraph Company, enthusiastically undertook to form a Danish committee to raise, say, £1,000, for another building. This ends our tour in behalf of China and the International Institute. The work has been trying and perplexing, but good, we trust, has been done. A great many with us well, but not ready to risk anything to help on the work. I may add that I am of the conviction that no country is anxious to bring about the dismemberment of China. They all fear better by keeping China together. As an outcome of our tour two things seem necessary, first, that each country be represented on the Council at Peking in proportion to money contributed, and secondly, that the committee of each country send out its own men to the staff of instructors, as unofficial representatives. The other element of success is the favour of the Chinese authorities. What attitude will be the most to be tested. I am opposed to the expenditure of money in building, unless there is evidence of good-will and unless the Chinese government gives recognition something like that given to syndicates for commercial concessions. I am confident that with appropriate favour and co-operation from the Peking government the amount of financial assistance would be 200,000 taels (£30,000) or double what we first planned for. The outlook is not bright, but the need remains. If one has become accustomed to the climbing of mountains, it is difficult, on more mountain will appear but little up among the heights. I still believe in the possibilities of China and reverence her past history. I believe that providence means much for this people, and that His guidance is needed in the international complications focused in China. On our part, as guests of this country, we ought to seize every opportunity to impress the people with the excellent, and not the worst features of our civilization, and may it not be that an institutional exhibition, at the capital of the Empire, of the learning, the art, the invention, the commerce, the generosity, the beneficence of Christendom, would not only be a credit to all classes of foreigners in China, but be the means of saving the nation from threatened downfall? Such an object demands the co-operation of all. (Applause.)

Mr. Archibald Little said that he had been asked to move the following resolution: That this meeting congratulate Mr. Reid and the different countries visited by him upon the amount of favour accorded to his project to establish an International Institute at Peking and express the hope that the Chinese authorities will continue to co-operate. Mr. Donnan had much to say in connection with the resolution. The gentlemen were well known to them and were in unison with the scheme. As they represented every country the reunion of the East and West would be brought about in closer and more intimate relations. Anything that would enable them to understand each other better and remove misapprehensions must end to their benefit. He had great pleasure in seconding the resolution and endorsing all that had been said by the former speaker.

the esteem in which literature, art and learning are held in France, I proposed that the Library building of our plan, costing £3,000, be erected as their special memorial. Only two men for a committee to carry out this idea were secured, namely M. Lemaire, formerly a Minister at Peking and Baron de Lambermont. Afterwards Chailley Berry actively espoused the cause and secured the co-operation of others, such as M. Casimir Perier, for a while President of the French Republic, M. Bouleuse, Director of the Ecole des Sciences Politiques, Senator Siegfried, and M. Canbafort, a wealthy banker in Lyons, and one interested in the Lyons Mission to China. Naturally the influence that France has exerted in China through several centuries would lead her to take part in any scheme of learning that is international. It might also be noticed that as France has lately secured special privileges as protector of Roman Catholic Missions in the whole of China she will oppose any attempt to bring about the dismemberment of China. The Chinese, however, in China and there may be chances in many ways for harmonious co-operation and mutual benefit. The full length of our stay in Germany was ten days. Though having no introduction, beyond that of the work, we met a large number of influential men than for the same length of time in any other country. Dr. Stuebel, a former member of our Shanghai committee, entered sympathetically into our plans. I had several conferences at the Foreign Office in Berlin and was given valuable aid. I also had an audience with the Imperial Chancellor, Prince von Bismarck, who showed a sincere interest in all plans for exerting a just and beneficent influence in China and for the strengthening of China. The matter was also brought to the attention of the Emperor and Empress. 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IOHANG.
The correspondent of the *N. C. Daily News* sends the following to that paper:—
September 29th.
A DANGEROUS RUMOUR.
News has come from Wansien, Szechuan, that a dangerous rumour is doing well poisoning by foreigners. No missionary is at present at Wansien, but on some pretext or other two servants of the China Inland Mission have been lodged in the *yamen* and been caged. A party of missionaries from the West is expected here soon, so full particulars will be received.

THE REBELLION.
I have in my possession a sheet of paper written closely over with characters. It was found inside a naive church which had been thrown into the Church of Scotland Mission compound. It was a vengeance against the native officials, and against all foreigners and native church members.

ITEMS.
Some Japanese and a Korean arrived by the *Kaiting* yesterday. The Korean was seen inside the city-to-day accompanied by a party of Chinese showing him round. The river which was on the rise in the beginning of the week is falling rapidly. The weather is clearing up and looking brighter. The cotton crop has not been much damaged by the rain and the farmers are busy picking and bringing it into market.

PRINCE LOBENGULA IS ARRESTED AND CHARGED WITH MOLESTING WHITE WOMEN OF MISS JEWELL.
LONDON, September 4th.
Prince Lobengula, the alleged Matabele chief who recently married Miss Jewell was arrested on a charge of disorderly conduct.

FIRE ON BOARD A RIVER STEAMER.
A fire broke out on Tuesday morning on board of the Chinese-owned steamer *Elia* sailing under the British flag whilst off Outer Point, below Kiangkang, on the river from Hongkong. It appears that one of the native firemen, says the *N. C. Daily News* of the 7th, was searching for something in the engine room bilges with a naked light when a quantity of oil that was stowed there ignited, and the outbreak was such as to drive those in the engine room on deck. The engines could not be handled and not knowing to what extent the conflagration would reach, the vessel was beached about four miles below the point. The flames prevented the use of the fire pumps below and as there was, strange to say, no portable force pump in the ship, water could only be thrown in in sufficient number by buckets. A panic naturally ensued among the Chinese passengers and many sought refuge in the lifeboats. The vessel was beached which took place about half-past ten. Fortunately the bulkheads were iron or the vessel would have been added to the list of those burnt on the Yangtze. The oil quickly burnt itself out and apart from the destruction of the wood-work below, little damage was done. At 1 p.m. the China Navigation Co's steamer *Poyang* appeared on the scene and by request towed the vessel off, the Chinese passengers, realizing the danger, went quickly to the lifeboats, and the vessel arrived here on Thursday apparently none the worse for the mishap.

THE AMERICAN MAIL.
The following telegrams are from San Francisco papers:—
Holland said to Desire to give up Curacao and other Holdings.
BERLIN, September 2nd.
The *National Zeitung* says Holland would be glad to relinquish her hold on Curacao and other islands off the coast of Venezuela, but it is feared in Holland the Monroe doctrine would be applied, and especially as there is had blood between Holland and Venezuela. The *National Zeitung* quotes Dutch papers to show that the Government of Spain has not been lost on Holland, and adds: "Doubtless this makes Holland desire a treaty with Germany."

London Suffers from Dullness.
LONDON, September 2nd.
Except the small incursion of society folk Thursday to see Mr. Langtry's first night in "The Degenerates," London remains in the social doldrums. Partridge shooting commenced Friday, luring to the country the few who still remained in the metropolis. The birds are reported to be plentiful. There is such a dearth of matters of interest that even the recent election in the Eighth Missouri district for a successor to Congressman Richard D. Bland has been utilized as the topic of the day, lengthy editorial forebodings all kinds of possible political unavailings in the United States.

Cannibal Seamen Tell of Sufferings.
CHARLESTON (S. C.), September 3rd.
For the first time since being brought to this port sailors Anderson and Thomas, who ate the flesh and drank the blood of their fellows, and who were picked up from a raft off the Norwegian bark *Drog*, talked to a crowd of sailors. The men are still weak and mentally still somewhat muddled. The stories given to-day differ in many details from the first accounts brought in by the steamer *Woodruff*, but the sailors are half insane and in no mood to give any authentic details further than the main facts of the killing and eating of their comrades are true. Thomas, the Norwegian, is a mere lad, and he can talk a bit of English. His mind is not clear as to the number of men on the raft.

Found no Trace of Aeronaut Andree.
Gothenburg (Sweden), September 11th.
The steamer *Andree* which left Helsingborg, Sweden, on May 25th last, with an expedition under Professor A. G. Nathorst, was spoken off the Skaw, the northern extremity of Jutland, Denmark, to-day on her return from her search along the northwest coast of Greenland for Professor Andree. She reported that she had found no trace of the missing aeronaut.

A ST. PETERSBURG SENSATION.
FOUR YEARS FALESY IMPRISONED.
Some sensation has been caused in St. Petersburg by the discovery that accused persons can be falsely condemned by a properly constituted Court in Russia as well as in France, although their trial produces the strongest doubts as to their guilt. A remarkable case in point has just been brought to light and announced by the *Novosti*. More than four years ago a man named Alexander Takma was tried in the town of Penza for the double murder of the widow of General Holdereff and her servant, and sentenced to 20 years' hard labour on the island of Sakhalin. The *Novosti* now reprints an article which it publishes and connects the character of the evidence, together with the startling news, confirming its worst suspicions, that a telegram has just been received there by Colonel Talmt, a relative of the convict, stating that the real murderer has given himself up and made a full confession. The trial was much commented upon throughout the country as one of the *causes celebres* of Russia, and when the jury came to deliver their verdict the foreman completely broke down with emotion and was quite unable to pronounce the word "guilty." An appeal was rejected. Several of the newspapers are very severe in their strictures on the causes of this failure of justice, especially as there appear to be no means in that country of claiming compensation for false imprisonment.

the knife and the German was brainied quick as a flash. The knife was driven into his breast and the warm blood was drunk. The bodies of the men who died were fed to sharks.

General Strike of Seamen and Firemen.
LONDON, September 3rd.
The demonstrations organized to-day at Cardiff, Hull, Bristol, and Liverpool by the Sailors and Firemen's Union were well attended. At all the meetings resolutions were adopted to strike unless the increase in wages asked for was granted.

SHIPPING REPORTS.
Captain Douglas, of the steamship *Formosa*, from Tamsui, reports:—Tamsui to Amoy fine weather throughout. Amoy to Swatow moderate breeze, overcast and slight rain. Swatow to Hongkong fine weather throughout. Vessels in Tamsui on the 8th inst.:—*Nik*. In Amoy on the 9th:—*Hijeh, Clio, and Sakurada*. In Swatow on the 10th:—*Chinkiang, Hangchow, Newchwang, and Foochow*.

NOTANDA.
CALENDAR.
OCTOBER.
Meteorological means based on fifteen years' observations to 1898.
Barometer.....29.982
Thermometer.....76.2
Humidity.....71
Rainfall.....3.794

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LONDON, September 4th.
Prince Lobengula, the alleged Matabele chief who recently married Miss Jewell was arrested on a charge of disorderly conduct.

Would give Killarney to the Irish.
LONDON, September 6th.
Announcement was made here to-day that Sir Thomas Lipton has offered \$250,000 for the Lakes of Killarney. If his offer is accepted, he intends to make a present of the beautiful estate to the Irish people. It is his intention to invest the title to the property in the hands of trustees, who will forever maintain and preserve it as Irish national property.

New evidence of a great plot in France.
A special to the *New York Times* from Paris says: New evidence has been discovered in the recently unearthed plot against the Republic which makes the charges against Paul Deroulede and his colleagues much more serious. Wholesale arrests are looked for at the conclusion of the Dreyfus trial. The plot was well financed and well planned. New documents seized include a number of the Duke of Orleans' autograph letters to Deroulede which leaves no doubt of the guilt of many high political personages. Most of the Generals implicated in the Dreyfus affair were in the plot and a number of clericals. The trial before the Senate begins on September 18th and will be more sensational than the Dreyfus case.

Forest Fire in France.
MARSEILLES, September 11th.
Extensive fires are raging in the woods near Marseilles and Toulon, at least ten miles of forest being in flames. A number of chateaux have been destroyed and others are threatened.

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SHIPPING AND MAIL NEWS.
MAILS DUE.
Indian (*Ararat*) 13th inst.
Australian (*Changsha*) 13th inst.
English (*Chusan*) 14th inst.
German (*Bayern*) 17th inst.
American (*Coptic*) 26th inst.

ARRIVALS.
NIPPON MARU, Japanese steamer, 3,200 T. F. Allen, 10th Oct., San Francisco 12th Sept. and Shanghai 8th Oct., General—P. & O. S. N. Co.
FORMOSA, British steamer, 674 T. Douglas, 11th Oct., Tamsui 8th Oct., Amoy 9th, and Swatow 10th, General—Douglas, Lap-rick & Co.
MADZURU MARU, Japanese steamer, 667 T. Ogata, 11th Oct., Amoy and Swatow 10th Oct., General—Mitsui Bussan Kaisha.

DEPARTURES.
Oct. 11, *Sachsen*, German steamer, for Europe.
Oct. 11, *Fusuma*, British steamer, for Shanghai.
Oct. 11, *Vingauy*, British steamer, for Singapore.
Oct. 11, *Germania*, German steamer, for Kobe.
Oct. 11, *Nanchang*, British steamer, for Tientsin.

PASSENGERS—ARRIVED.
Per *Formosa*, from Coast Ports—Mr. Lim On Kien and servant, and 25 Chinese.
Per *Widdon*, from San Francisco, &c.—Messrs. F. Marsland, K. Ota, Miss J. Clemmons, M. Stetson, B. de Long, M. Hyde, J. F. Smith, Master Smith, Miss Richardson, Mrs. L. V. Musso, Dr. H. H. Haas, U.S.N., Mr. and Mrs. Chas. E. Richardson, Mr. F. Wengel, Mrs. and Miss K. L. Piver, Mr. and Mrs. R. S. Thoms, Misses Thoms (2), Mr. and Mrs. K. Hirota, Mr. M. Kutschera, Mrs. E. Renjes, Miss Elsie Renjes, Mr. and Mrs. Wm. Hayward and servant, Master Hayward, Miss Doris Hayward, Messrs. C. Page, G. Haynkawa, Dr. Gertrude Halley, 2 Europeans 3 Japanese and 10 Chinese.

DEPARTURES.
Per *Doric*, for Shanghai—Hon. E. H. Conger, U.S. Minister and native servant, Mr. F. D. Oshere and native servant, Mrs. N. E. Irwin, Messrs. W. E. Schiele, H. Burton and a native servant, T. Christiani, A. Zickermann, Lieut. N. E. Irwin, Messrs. E. A. Hardon, Ellis Kelly, Sin Yak Fan, Master Alfred Fan, and Mrs. San Tak Fan. For Nagasaki—Messrs. W. Dunlop and Gomez. For Kobe—Mr. Walter H. Howard, Mr. Yokohama—Lieut. L. H. Everhard, Misses L. L. Lewers and McIntyre, and Mr. A. Fuchs. For London—Mr. H. H. Ziegler, Mr. and Mrs. W. L. Loder, Mr. M. Vetterli, C. Niemeyer and Th. B. Schmidt. From Kobe for Southampton—Mr. J. B. Barrett. From Nagasaki for Genoa—Mr. G. Sammariva, and Miss M. Sammariva. For London—Mr. J. Campbell. From Shanghai for Colombo—Mr. and Mrs. Dyer. For Genoa—Mr. and Mrs. O. Anz, Mr. and Mrs. Baze, Mrs. Bonfield, Messrs. F. Franzini, C. de Doss, H. Schwarzenberg, W. T. King, Sisters Alma and Rosalie. For Southampton—Mr. G. S. M. Wyshall. For London—Mrs. Norman, Mrs. Duly, Mrs. Barnett, Messrs. P. J. Gilling and Miss Crocker. For Antwerp—Mr. R. Pinner. For Bremen—Messrs. Z. H. Mann, E. Hu, Chung Cheng Shih, Yung Hu, Tang Te-shun, C. Muller, and 3 German Soldiers. For Hamburg—Mr. E. Magnus, Mr. and Mrs. E. T. Hill, Mr. and Mrs. N. Kuegreen, and Mr. K. E. Landgreen. From Hongkong for Singapore—Mr. and Mrs. G. H. Schwaem. For Colombo—Mr. and Mrs. C. Weinberg, Miss Weinberg and Mr. M. Lehmann. For Port Said—Mr. and Mrs. Holzberg. For Southampton—Mrs. Retallick. For Bremen—Mr. H. Huchting. For Genoa—Mr. P. Schmidt.

RUMOURED LOSS OF A FRENCH MISSION.

A courier who has arrived at Tripoli, says a dispatch of September 11th, reports that the French mission headed by Fr. Fourreau and Major Lamy has been annihilated. He says the mission was attacked by an immense boby of Tuaregs, who, after suffering terrible losses, killed all the members of the mission by force of arms.

On March 22nd a dispatch was transmitted from Algiers to Paris that a party of Tuaregs had attacked a European expedition on its way to Air, in the Sahara, killing 100 men and capturing parts of its caravan. It was said that the expedition attacked must have been the Fourreau-Lamy expedition, but on March 23rd official dispatches reached Paris from Biskata, 247 miles south-east of Algiers, that the Fourreau-Lamy expedition had arrived at Agalies some months earlier, and that, therefore, it could not be the party killed by the Tuaregs.

NOTANDA.

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Meteorological means based on fifteen years' observations to 1898.
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Thermometer.....76.2
Humidity.....71
Rainfall.....3.794

WEATHER REPORT.
On date at On date at
P.M. A.M. P.M. A.M.
Barometer.....30.15 30.07
Temperature.....77 75
Humidity.....52 65
Rainfall.....

TO-DAY.
Wednesday, 11th October, 1899.
Chinese—7th of 6th moon of 25th year of Kwang-shi.
Sun—Rises.....5hr. 56min.
Sets.....5hr. 38min.
High water—Morning.....none
Afternoon.....5hr. 12min.
Low water—Morning.....5hr. 6min.
Afternoon.....5hr. 12min.

ANNIVERSARIES.
1399—Order of the Bath instituted.
1492—America discovered.
1797—Battle of Camperdown.
1866—Hongkong and Whampoa Dock Co. formed.
1880—Senor Garay, Spanish Consul at Shanghai, accidentally drowned at that port by falling into the Kwangpo River.
1881—The first steamer (*de/foe*) left Hongkong for London with passengers to establish a Chinese firm there.
1896—Death of Archbishop Benson of Canterbury.

TO-MORROW.
Thursday, 12th October, 1899.
Chinese—8th of 6th moon of 25th year of Kwang-shi.
Sun—Rises.....5hr. 56min.
Sets.....5hr. 37min.
Moon—First Quarter 1hr. 46 p.m.
High water—Morning.....5hr. 39min.
Afternoon.....5hr. 20min.
No inferior high—nor low—water.

ANNIVERSARIES.
1834—Mr. J. F. Davis appointed Chief Superintendent of British Trade in China.
1842—Evacuation of Afghanistan by the British.
1866—Peking surrendered to French and English.
1872—Revolt in the Philippines.
1879—Geyser Roberts victoriously entered Kabul.
1888—Chinese steamer *Wailing* lost off the Pescadores.
1889—Discovery of a lead mine in Hongkong announced.
1898—The German Emperor and Empress start for the Holy Land.

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American (*Coptic*) 26th inst.

ARRIVALS.
NIPPON MARU, Japanese steamer, 3,200 T. F. Allen, 10th Oct., San Francisco 12th Sept. and Shanghai 8th Oct., General—P. & O. S. N. Co.
FORMOSA, British steamer, 674 T. Douglas, 11th Oct., Tamsui 8th Oct., Amoy 9th, and Swatow 10th, General—Douglas, Lap-rick & Co.
MADZURU MARU, Japanese steamer, 667 T. Ogata, 11th Oct., Amoy and Swatow 10th Oct., General—Mitsui Bussan Kaisha.

DEPARTURES.
Oct. 11, *Sachsen*, German steamer, for Europe.
Oct. 11, *Fusuma*, British steamer, for Shanghai.
Oct. 11, *Vingauy*, British steamer, for Singapore.
Oct. 11, *Germania*, German steamer, for Kobe.
Oct. 11, *Nanchang*, British steamer, for Tientsin.

PASSENGERS—ARRIVED.
Per *Formosa*, from Coast Ports—Mr. Lim On Kien and servant, and 25 Chinese.
Per *Widdon*, from San Francisco, &c.—Messrs. F. Marsland, K. Ota, Miss J. Clemmons, M. Stetson, B. de Long, M. Hyde, J. F. Smith, Master Smith, Miss Richardson, Mrs. L. V. Musso, Dr. H. H. Haas, U.S.N., Mr. and Mrs. Chas. E. Richardson, Mr. F. Wengel, Mrs. and Miss K. L. Piver, Mr. and Mrs. R. S. Thoms, Misses Thoms (2), Mr. and Mrs. K. Hirota, Mr. M. Kutschera, Mrs. E. Renjes, Miss Elsie Renjes, Mr. and Mrs. Wm. Hayward and servant, Master Hayward, Miss Doris Hayward, Messrs. C. Page, G. Haynkawa, Dr. Gertrude Halley, 2 Europeans 3 Japanese and 10 Chinese.

DEPARTURES.
Per *Doric*, for Shanghai—Hon. E. H. Conger, U.S. Minister and native servant, Mr. F. D. Oshere and native servant, Mrs. N. E. Irwin, Messrs. W. E. Schiele, H. Burton and a native servant, T. Christiani, A. Zickermann, Lieut. N. E. Irwin, Messrs. E. A. Hardon, Ellis Kelly, Sin Yak Fan, Master Alfred Fan, and Mrs. San Tak Fan. For Nagasaki—Messrs. W. Dunlop and Gomez. For Kobe—Mr. Walter H. Howard, Mr. Yokohama—Lieut. L. H. Everhard, Misses L. L. Lewers and McIntyre, and Mr. A. Fuchs. For London—Mr. H. H. Ziegler, Mr. and Mrs. W. L. Loder, Mr. M. Vetterli, C. Niemeyer and Th. B. Schmidt. From Kobe for Southampton—Mr. J. B. Barrett. From Nagasaki for Genoa—Mr. G. Sammariva, and Miss M. Sammariva. For London—Mr. J. Campbell. From Shanghai for Colombo—Mr. and Mrs. Dyer. For Genoa—Mr. and Mrs. O. Anz, Mr. and Mrs. Baze, Mrs. Bonfield, Messrs. F. Franzini, C. de Doss, H. Schwarzenberg, W. T. King, Sisters Alma and Rosalie. For Southampton—Mr. G. S. M. Wyshall. For London—Mrs. Norman, Mrs. Duly, Mrs. Barnett, Messrs. P. J. Gilling and Miss Crocker. For Antwerp—Mr. R. Pinner. For Bremen—Messrs. Z. H. Mann, E. Hu, Chung Cheng Shih, Yung Hu, Tang Te-shun, C. Muller, and 3 German Soldiers. For Hamburg—Mr. E. Magnus, Mr. and Mrs. E. T. Hill, Mr. and Mrs. N. Kuegreen, and Mr. K. E. Landgreen. From Hongkong for Singapore—Mr. and Mrs. G. H. Schwaem. For Colombo—Mr. and Mrs. C. Weinberg, Miss Weinberg and Mr. M. Lehmann. For Port Said—Mr. and Mrs. Holzberg. For Southampton—Mrs. Retallick. For Bremen—Mr. H. Huchting. For Genoa—Mr. P. Schmidt.

PROJECTED SAILINGS.
Ship. Destination. Date.
Abergeldie.....Portland, &c.....Nov. 11th
Algoa.....San Francisco, &c.....Nov. 21st
America Maru.....San Francisco, &c.....Nov. 14th
Andalusia.....Havre, &c.....Nov. 15th
Argyll.....New York, &c.....Oct. 25th
Bamberg.....Havre, &c.....Nov. 30th
Bayern.....Victoria, B.C.....Oct. 28th
Calchas.....London, &c.....Oct. 17th
Candia.....San Diego, &c.....Oct. 24th
Carlisle City.....San Diego, &c.....Oct. 15th
Carnarvonshire.....San Diego, &c.....Oct. 15th
Challenger.....New York, &c.....Oct. 25th
Changsha.....Kobe & Yokohama, &c.....Oct. 20th
China.....San Francisco, &c.....Dec. 16th
Chusan.....Shanghai, &c.....Oct. 13th
City of Dublin.....Victoria, B.C.....Oct. 14th
Coptic.....San Francisco, &c.....Nov. 4th
Coromandel.....Europe, &c.....Oct. 14th
Diamante.....Manila, &c.....Oct. 12th
Doric.....San Francisco, &c.....Dec. 23rd
Eastern.....Sydney, &c.....Oct. 20th
Emp. China.....Vancouver, &c.....Oct. 25th
Emp. India.....".....Oct. 25th
Emp. Japan.....".....Oct. 25th
Emp. Japan.....".....Oct. 25th
Formosa.....Amoy & Tamsui, &c.....Oct. 11th
Gaelic.....San Francisco, &c.....Nov. 10th
Haimun.....Swatow, &c.....Oct. 12th
Hakui Maru.....Vladivostok, &c.....Oct. 26th
Hector.....London, &c.....Nov. 15th
Heidelberg.....Havre, &c.....Nov. 5th
Hongkong Maru.....San Francisco, &c.....Dec. 9th
Java.....London, &c.....Nov. 2nd
Kasuga Maru.....Japan, &c.....Oct. 31st
Kawachi Maru.....Marseilles, &c.....Nov. 3rd
Kinshu Maru.....Victoria, B.C.....Oct. 19th
Kong Albert.....Strait, &c.....Oct. 13th
Maidum Maru.....Swatow, &c.....Oct. 13th
Malacca.....Japan, &c.....Oct. 21st
Nippon Maru.....San Francisco, &c.....Oct. 19th
Onan.....Marseilles, &c.....Oct. 30th
Onsang.....San Francisco, &c.....Oct. 25th
Orestes.....London, &c.....Oct. 31st
Pakhoi.....Vladivostok, &c.....Oct. 13th
Poseidon.....Yokohama & Kobe, &c.....Oct. 14th
Preussen.....Strait, &c.....Jan. 10th
Prinz Heinrich.....Strait, &c.....Dec. 27th
Queen Adelaide.....Victoria, B.C.....Nov. 18th
Sachsen.....Singapore, &c.....Feb. 7th
Sanki Maru.....Victoria, B.C.....Dec. 9th
Sanki Maru.....Kobe & Yokohama, &c.....Oct. 13th
Savona.....Havre, &c.....Oct. 14th
Sibiria.....Havre, &c.....Nov. 20th
St. Mark.....New York, &c.....Oct. 25th
Tamba Maru.....Marseilles, &c.....Oct. 25th
Thyrin.....San Diego, &c.....Oct. 20th
Venus.....Manila, &c.....Oct. 13th
Yavata Maru.....Manila, &c.....Oct. 27th

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU W. Townsend	Kobe and Yokohama	To-morrow, 12th October, at Noon.
*KINSHU MARU W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe & Yokohama.	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU J. W. Wale	MARSHALLS, LONDON & ANTWERP via Singapore, Penang, Colombo and Port Said.	SATURDAY, 21st October, at Noon.
KASUGA MARU E. W. Haswell	NAGASAKI, Kobe and YOKOHAMA.	SATURDAY, 21st October, at 4 P.M.
HAKUMI MARU W. Nishimura	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WU-HAI-WEI, CHEFOO, CHIENTUNG & NAGASAKI.	THURSDAY, 26th October, at Noon.
YAWATA MARU A. E. Moses	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU J. T. Thompson	MARSHALLS, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 3rd November, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. NIHARA, Manager.

Hongkong, 9th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

1247a]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

&c., &c., &c.

Cost Part Orders Essential.

ACHEE & Co.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239a]

SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

EGROT & GRANO, rue Mathis, PARIS

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.



FLUID, POWDER, SOAPS &c.

OF ALL CHEMISTS AND STORES

HOW TO DISINFECT

The SANITAS Co., Ltd.

LONDON

THE POPULAR DINING ROOMS,

13, PRAYA CENTRAL,

(Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and Meals at all hours.

Hongkong, 9th October, 1899.

WORTH A GUINEA A BOX.



FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

Prepared only by the Proprietor: THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA: WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

[1211a]

Masonic.

LODGE ST. JOHN, 618, S.C.

NOTICE is hereby given that the usual MONTHLY REGULAR MEETING of the above Lodge will be held in the MASONIC HALL, Zealand Street, TO-MORROW, the 12th instant, at 8 for 8.30 p.m. precisely. All Visiting Brethren will be welcome.

Hongkong, 10th October, 1899.

Insurances.

QUEEN INSURANCE COMPANY.

(Now Merged in the Royal Insurance Co.)

THE Undersigned having been appointed Agents for the above Company are prepared to Accept FIRE RISKS at Current Rates.

E. D. SASSOON & CO., Agents.

Hongkong, 10th October, 1899.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1899.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899. 1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. C. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the shipway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 8th September, 1899.

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK. THE 3/3 A.L.I. American Ship

"ST. MARK," Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & CO. Hongkong, 20th September, 1899.

FOR NEW YORK. THE 3/3 A.L.I. American Ship

"CHALLENGER," Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & CO. Hongkong, 19th September, 1899.

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA	HAVRE and HAMBURG.	14th Oct. Freight and Passage.
*Jager	(LONDON with transhipment in HAMBURG)	About 5th Oct. Freight and Passage.
*HEIDELBERG	HAVRE and HAMBURG.	About 15th Nov. Freight and Passage.
*Schiller	(LONDON with transhipment in HAMBURG)	About 15th Nov. Freight and Passage.
*ANDALUSIA	HAVRE and HAMBURG.	About 20th Nov. Freight and Passage.
*Schnefeldt	(LONDON with transhipment in HAMBURG)	About 20th Nov. Freight and Passage.
*SIBIRIA	HAVRE and HAMBURG.	About 30th Nov. Freight and Passage.
*Hildebrandt	(LONDON with transhipment in HAMBURG)	About 30th Nov. Freight and Passage.
*BAMBERG	HAVRE and HAMBURG.	About 30th Nov. Freight and Passage.
*Mayer	(LONDON with transhipment in HAMBURG)	About 30th Nov. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

98.]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra	3,406	about	Oct. 20
Cornwallshire	2,929	about	Nov. 15
Carlisle City	3,002	about	Dec. 15

THE Steamship

"THYRA," will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 7th October, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

*Algoa (via Nagasaki, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

*Chim (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

*Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov., at Noon.

*Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Dec., at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes, may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th October, 1899.

NORDEUTSCHER LLOYD.

NOTICE

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern... Wednesday | 8th Nov.

König Albert... Wednesday | 13th Dec.

Prinz Heinrich... Wednesday | 27th Dec.

Preussin... Wednesday | 10th Jan.

Kaiserin... Wednesday | 24th Jan.

Sachsen... Wednesday | 7th Feb.

Hamburg... Wednesday | 21st Feb.

Bayern... Wednesday | 7th Mar.

ON WEDNESDAY, the 8th day of Nov. 1899, at 9 A.M., the Company's Steamship, "HAYERN," Captain E. Prehn, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 6th November. Cargo and Specie may be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcel Packages will be received at the Agency's Office until NOON on TUESDAY, the 7th November. Contents of

Parcels should be marked to address in full, and same will be received at the Agency's Office until 5 P.M. on TUESDAY, the 7th November. Contents of Parcels should be marked to address in full, and same will be received at the Agency's Office until 5 P.M. on TUESDAY, the 7th November. Contents of

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th October, 1899.

LATEST QUOTATIONS.	
(October 11th.)	
Banks.	
Hongkong and Shanghai Banking Corporation	—340 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)	nominal.
The Bank of China & Japan, Ltd.—(Ordinary)	1½ buyers.
The Bank of China & Japan, Ltd.—(Deferred)	65½ buyers.
National Bank of China, Ltd.—\$264.	Do. Do. —\$264.
Marine Insurances.	
Union Insurance Society of Canton, Ltd.—\$26	China Traders' Insurance Co., Limited—\$64
North China Insurance Co., Ltd.—Tls. 200.	Yangtze Insurance Assoc. Ltd.—\$124.
Canton Insurance Office, Ltd.—\$147½.	Straits Insurance Co., Ltd.—\$5.
Fire Insurances.	
Hongkong Fire Ins. Co., Ltd.—\$330.	China Fire Ins. Co., Ltd.—\$88.
Shipping.	
Hongkong, Canton, & Macao Steamboat Co.	Limited—\$30.
Indo-China Steam Navigation Company,	—\$75 buyers.
China and Manila S.S. Co., Ltd.—\$90.	Douglas Steamship Co., Ltd.—\$48.
China Mutual S. N. Co., Ltd.—(Preference)	\$9 to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)	\$5 to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—	buyers.
Star Ferry Co., Ltd.—\$104.	
Refineries.	
China Sugar Refining Co., Ltd.—\$145.	Luxon Sugar Refining Co., Ltd.—\$54.
Mining.	
Punjong Mining Co., Ltd.—\$11.	Do. Preference Shares—\$2.
Société Française des Charbonnages du T	kin—\$245.
Queen Mines, Limited—\$0.45.	Telebu Mining and Trading Co., Ltd.—\$14.3
Raub A'lian Gold Mining Co., Ltd.—\$64.	Olivers Freehold Mines, Ltd.—(A) \$11.50.
Olivers Freehold Mines, Ltd.—(B) \$6.75.	Great Eastern and Caledonian Gold Min
Co., Ltd.—\$1.60.	
Docks, Wharves and Godowns.	
Hongkong & Whampoa Dock Co., Ltd.—\$25	Hongkong and Kowloon Wharf and Godow
Company, Limited—\$94.	Vanchai Warehouse and Storage Co., Ltd.—
buyers.	New Amoy Dock Co., Ltd.—\$18
Lands, Hotels and Buildings.	
China Provident Loan and Mortgage Co.,	—\$9.50 buyers.
Hongkong Land Investment and Agency C	Ld.—\$108.
Kowloon Land and Building Co., Ltd.—\$28.	West Point Building Co., Ltd.—\$30.
Hongkong Hotel Co., Ltd.—\$126.	Humphreys' Estate and Finance Co., Ltd
\$10	
Miscellaneous.	
Green Island Cement Co., Ltd.—\$3.84.	China-Borneo Co., Limited—103 buyers.
A. S. Watson & Co., Limited—\$16.75.	Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.	Hongkong Rope Manufacturing Co., Ltd.—\$1
Geo. Fenwick & Co., Ltd.—\$242.	Hongkong Ice Co., Ltd.—\$128.
Hongkong High-Limited Tramways Co., Ltd	\$147½.
Dairy Farm Co., Limited—\$6.	Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15 buyers.	Bells' Asbestos Eastern Agency, Limited—
nominal.	Bells' Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.	Hongkong Cotton Spinning, Weaving &
Dyeing Co., Ltd.—\$58 buyers.	Ewo Cotton Spinning & W. Co., Ltd.—Tls. 6
International Cotton M'fg. Co., Ltd.—Tls. 75	Laou-kung-mow Cotton Spinning & Weav
Co., Ltd.—Tls. 77½.	Szy Chee Cotton Spinning Co., Ltd.—Tls. 3
Yahloong Cotton Spinning Co., Ltd.—Tls. 5	Tebrau Planting Co., Ltd.—\$4 per share.
Tebrau Planting Co., Ltd.—\$5	
JENKINSON, KELLY & POTTS (Share Brokers.	
Telegraph Address—"Rialto."	
OPIUM QUOTATIONS.	
Hongkong, 11th October.	
New Patna	895 per che
New Benares	855 "
New Nalwa	750/707 per pic
Old Malwa	780/840 "
Persian, paper tied	670/750 "
VISITORS AT THE HONGKONG HOTEL.	
Mr. J. H. Aitken	Mr. C. McClure
Mrs. John Angus	Mr. T. S. Meser
Mr. A. Arnoux	Mrs. and Mrs. Moir
Mr. V. S. Bailey	Mr. N. Moller
Mr. R. J. Barlow	Mr. E. O. Murphy
Miss Bisell	Mr. Newson, F.W.
Mr. W. M. Black	Mr. A. C. Van Nier
Mr. M. Bornsack	Mr. J. J. O'Neill
Mr. and Mrs. A. H.	Mr. A. Otto
Bottenheim	Miss Grace L. Pa
Mr. G. Brusse	thorpe
Mr. C. Buchanan	Mr. M. Pando
Mr. T. F. Burgdorf	Mr. W. Paritt
Mr. B. Currie	Mr. G. C. Perry
Mr. D. and Mrs. F. Clark	Mr. J. Prentice
Mr. W. Coates	Mr. Reeves
Mr. A. H. Crocker	Mr. A. Reid
Mr. P. C. Denroche	Mrs. H. Renjes, cl
Mr. A. Docter	and nurse
Mr. D. Earnshaw	Mr. and Mrs. R. Re
Mr. and Mrs. F. H.	Mr. F. T. Richards
Eldridge	Mr. and Mrs. C.
Mr. and Mrs. G. D.	Richardson
Mr. Pearson and daughter	Miss Richardson
Mr. Buckle	Mrs. J. Robbins
Mr. and Mrs. K. Gibson	Mr. H. Simmings
Mr. J. G. Gill	Mr. A. Spagnolo
Mr. Capt. Goddard	Mr. H. K. Stockman
Mr. and Mrs. Groves	Mr. J. E. L. Tathan
Mr. R. J. Hall	Mr. B. Taylor
Mr. H. H. Haas	Mrs. C. Thomas
Mr. E. C. Hate	Mr. E. T. Thomas
Mr. and Mrs. Haywood	Mr. and Mrs. R.
Mrs. Hillman	Thoms
Mr. T. Howard	Miss Thoms (2)
Mr. W. K. Hughes	Mrs. H. H. Todd
Mr. A. Jackson	family
Mr. and Mrs. Jeffreys	Mr. Albin Trojan
Mr. and Mrs. Joseph	Mr. H. S. Vaughan
Mr. E. A. Katschi	Mr. B. T. Walling
Mr. Kingston	Mr. C. S. Weir
Mr. J. Kirkwood	Mr. and Mrs. A.
Miss M. Law	Whitlow
Mr. A. W. M. Lee	Mr. and Mrs. Bag
Mr. E. A. Leggatt	Wild
Mr. E. A. Leggatt	Mrs. J. Williamson
Mr. G. A. Match	Mr. and Mrs. J.
Mr. F. Mayland	Worfield
Mr. J. J. Mayston	Mr. W. J. Wright
	Mr. T. McGe-zun

Mr. H. F. R. Brayne Capt. P. Koford
Mr. P. Bure Mr. J. Lanke
Capt. van Corbach Mr. E. Lee
Mr. G. H. Dann Mr. C. W. Longuet
Mr. and Mrs. W. H. T. Mrs. C. W. Longuet
Davis and child Mr. R. Mitchell
Mr. A. L. Denison Lt. Col. Oertzen
Mr. P. Dowd Lt. Colon The O'Gorman
Col. S. H. Evans Dr. Marc Peters
Mr. J. S. Ezekiel Hon. H. E. Pollock
Mr. R. M. Erckel Capt. H. V. Prynce
Mr. A. Forbes Comdr. R. M. Rumsey
Lt.-Col. A. R. Frazer * Mr. E. Sharp
Colonel E. H. Gorges Mr. A. Sinclair
Staff-Surgeon and Mrs. Mr. A. Findlay Smith
W. E. Home Mr. A. G. Stokes
Major G. R. St. John Mr. A. P. Stokes
Mr. H. B. Kendrick Mr. G. H. Wheeler
Mr. H. R. Kinncar

CRAIGIEBURN.

Rev. F. Flynn, R.N. Mrs. Simmonds
Hon. and Mrs. R. D. The Government Civil
Ormsby Hospital Sisters
Miss Ormsby Miss Yorke Triscott
Miss G. L. Palethorpe Miss York With W. E.
Capt. C. B. Simmonds Consul Volpicelli
Madame Volpicelli

VESSELS IN PORT.

Steamers.

ANARA, British steamer, 1,705, C. J. Mattock,
30th Sept.,—Samarang 20th Sept., Sugar
—Jardine, Matheson & Co.
BRECONSHIRE, British steamer, 3,232, Elliott
8th Oct.,—Colombo 20th Sept., Ballast,—
Doddwell & Co.
DIAMANTE, British steamer, 1,254, G. A.
Taylor, 6th Oct.,—Manila 3rd Oct., General
A. R. Turner
EMPRESS OF CHINA, British steamer, 3,003, R.R.
Archibald, N.R.N., 4th Oct.,—Vancouver
B.C. 12th Sept. and Shanghai 1st Oct.
Mails and General.—C. P. R. Co.
HAIMUN, British steamer, 636, W. J. Davis,
8th Oct.,—Tamsui 6th Oct., and Amoy 7th
General.—Douglas, Lapraik & Co.
HOHENZOLLERN, German steamer, 2,039, H.
Kirchner, 9th Oct.,—Yokohama 29th Sept.,
Kobe 3rd Oct., and Nagasaki 5th, General.
—Melchers & Co.
HUE, French steamer, 704, P. Merlees, 28th
Sept.,—Halong and Hoihow 27th Sept.,
General.—A. R. Marty
KONG WAU, British steamer, 1,115, R. Uns-
worth, 6th Oct.,—Bangkok and Koh-si-
chang 26th Sept., Rice and General.—
Yuen Fat Hong.
KINSHUI MARU, Japanese steamer, 2,459, W.
Brady, 6th Oct.,—Shimonoseki and Oct.
General.—Nippon Yusen Kaisha.
KUTSANO, British steamer, 1,495, R. C. L.
Bradley, 5th Oct.,—Souabaya 22nd Sept.
and Panareoan 24th, Sugar.—Jardine
Matheson & Co.
MARIE VALERIE, Austrian steamer, 2,648, A.
Fellner, 10th Oct.,—Kobe 4th Oct., Gene-
ral.—Sander, Wieler & Co.
NANSHAN, American steamer, 1,344, Stovel,
26th Sept.,—Manila 22nd Sept.
ON SANG, British steamer, 1,787, J. Young,
7th Oct.,—Saigon 1st Oct., Rice and Rice
Flour.—Jardine, Matheson & Co.
PETRARCHI, German steamer, 1,252, Necker,
8th Oct.,—Samarang 22nd Sept.,—
Labuan 30th, General.—Lauts, Wegene
& Co.
PROPOSITUS, British str., 1,390, W. Mackay,
5th Oct.,—Saigon 30th Sept., Rice.—
Heung Sing Steamship Co.
PROSPER, Norwegian steamer, 789, E. Thors-
teinsen, 1st Oct.,—Samarang 20th Sept.,
Sugar and Malases.—Geo. R. Stevens &
Co.
ROSETTA, British steamer, 2,039, C. C. Talbot,
R.N.K., 10th Oct.,—Yokohama 3rd Oct.
Mails and General.—P. & O. S. N. Co.
SUZMA, German steamer, 4,129, Fürick, 14th
Oct.,—Hong Kong Oil oil, General.—
Siemssen & Co.
TAIFU, American steamer, 1,065, Schuyler, 9th
Oct.,—Saigon 3rd Oct., Rice.—Meuldre &
Co.
TAI LEE, German steamer, 828, T. Calende,
5th Oct.,—Hongy 2nd October, Coal.—
Meyer & Co.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th
Sept.,—Manila 2nd Sept., Ballast.—Arm-
hold, Karberg & Co.
ETHA RICKMEERS, German ship, 1,754, Joh:
Bencke, 22nd Sept.,—Cardiff 13th May
Coal.—Arnhold, Karberg & Co.
GILO, German bark, 1,324, Hemmer, 8th Oct.,
—New York 26th May, Kerosine Oil.—
Standard Oil Co.
JOSEPHUS, American ship, 1,547, P. Gilkey,
30th Aug.,—New York 25th April, Cas
Oil.—Standard Oil Co.
LOTHAR, Italian bark, 759, C. Lewänge,
1st Oct.,—Callao Peru 21st July, Iron.—
Order.
MANUAL LLAGUNA, American ship, 1,649, C. V.
Smith, 7th Oct.,—Shanghai 3rd October
Ballast.—Siemens & Co.
MARY L. CUSHING, American bark, 1,540,
1st Oct.,—New York 16th May, Case Oil
—Order.
MAY FLINT, American ship, 3,576, R. Banfield,
20th Sept.,—New York 24th April, Cas
oil.—Standard Oil Co.
RETREVIER, British schooner, 96, Parker, 21st
Sept.,—Honolulu 16th July, Ballast.—
Order.
REUCE, American ship, 1,828, D. Whitmore,
3rd Oct.,—New York 30th May, Case Oil
—Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huenda,
25th Aug.,—Cebu and Philippine Islands
22nd Aug., Ballast.—Order.
ST. JAMES, American bark, 1,453, R. M. Taplan,
20th Sept.,—Manila 12th Sept., Ballast.—
Reuter, Bröckmann & Co.
STANFIELD, British bark, 513, Wilson, 8th
Oct.,—Rajang 17th Sept., Timber.—A. F.
Marty.
STATE OF MAINE, American ship, 1,500,
Colcard, 9th Oct.,—New York 20th May,
Kerosine Oil.—Standard Oil Co.
VALKRIEN, British bark, 498, J. R. Hall, 23rd
Sept.,—Rajang, Borneo, 3rd September
2nd Oct., Wood.—Order.
WARATH, British schooner, 25, Haynes, 23rd
Sept.,—Takow 15th Sept., Ballast.—Mr. F.
W. Wall.

HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, October 11th, 1899.

Alertly, despatch vessel, 1,700 tons, 10 p.m.
q.t. guns, 3,000 i.h.p., Commander A. E. Pe-

Aurora, sloop, mounted, cruising,
guns, 1,100 i.h.p., Commandr. E. J. W. Slade, Franchon

Barfleur, 1st class battleship, 13,000 tons, C. S.
guns, 13,163 i.h.p. Captain Hon. S. N. Colvile, C.B., cruising.

Bonaventure, 2nd class cruiser, 4,360 tons, 1 gunnery, 9,000 h.p. Capt. R. H. J. Montgomerie, O.O.B., R.M., Hongkong.

British, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Cruising.

Centurian, 1st class battleship, 10,000 tons, 13 guns, 13,000 i.h.p. Captain R. J. Jellicoe, R.N., cruising.

200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.

Fama, twin screw, torpedo-boat destroyer, 405 tons, 5,400 i.h.p., Lieut.-Com. R. Keyser, cruising.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 380 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hector, twin screw, torpedo-boat destroyer, 30 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, 12th class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, cruising.

Humber, destroyer, 1,640 tons, 800 i.h.p., Comd. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 9 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.

Linnæ, gun-vessel, 756 tons, 2 heavy guns, 1,200 i.h.p., 870 i.h.p., Commander W. V. Smythe, cruising.

Orlando, British cruiser, 5,600 tons, Capt. Burke, Japan.

Peacock, 3rd class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Shanghai.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De la Harpe, Hongkong.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Hongkong.

Swift, gun-vessel, 756 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Foochow.

Tamar, receiving ship, 4,600 tons, Comd. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 2 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 9 guns, 9,500 i.h.p., Capt. A. C. Clarke, route Manila.

Victorious, British battleship, 13,000 tons, 12 guns, 12,000 i.h.p., Captain A. Schomburgk, cruising.

Waterwitch, surveying vessel, 620 tons, Comd. W. P. Dawson, Foochow.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut.-Comdr. Kelly, cruising.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 29, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. Giorello, Shanghai.

Kaiserin Elisabeth, Austrian cruiser, 4,900 tons, 9,000 i.h.p., Capt. Iulian, Shanghai.

Liberal, Russian gunboat, 588 tons, Comd. Cunha, Hongkong.

Stromboli, Italian cruiser, 3,359 tons, Captain Cantanini, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.

Alceste, Russian gunboat, 810 tons, 8 guns, 700 h.p., Captain Elksis, at Vladivostok.

Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,750 h.p., Captain Bolsman, at Vladivostok.

Dimitri Donzhik, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostok.

Gaidamak, Russian gunboat, 400 tons, 2 screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff at Vladivostok.

Gremiatzki, Russian armoured cruiser, 1,400 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriannikoff, at Port Arthur.

Kreytser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.

Mandjour, Russian cruiser, 1,213 tons, 2 screw, 14 guns, 1,500 h.p., Capt. Kachaia, at Vladivostok.

Navarin, Russian battleship, 10,000 tons, 12 guns, 9,000 h.p. Captain Terliche, at Vladivostok.

Nayesdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Otvary, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Capt. Coplanoff, at Nagasaki.

Pamiat Azova, Russian cruiser, 6,000 tons, 12 guns, 8,000 h.p., Captain Virenius, at Vladivostok.

Rossia, Russian armoured cruiser, 12,200 tons, 12 guns, 12,000 h.p., at Port Arthur.

Rurik, Russian flagship, 10,940 tons, armoured, twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Group, at Port Arthur.

Siladsk, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.

Sissol Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p., Capt. C. Parenay, at Port Arthur.

Stvoitch, Russian gunboat, 950 tons, 2 screw 13 guns, 1,200 h.p., Capt. Astronoff, at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 6 h.p., Com. Molchousky, at Vladivostok.

Vladmir, Russian torpedo boat, 400 tons, 2 guns, twin screw, 3,500 h.p., Capt. Rogu, at Vladivostok.

Yakouf, Russian gunboat, 16 guns, 890 h.p., at Vladivostok.

Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)

Borg, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 19.7 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 21 knots.

Sueborg, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Janitchik, Russian torpedo boat, 87 tons, 1 gun, 220 h.p., 16 knots.

Narval, Russian torpedo boat, 85 tons, 1 gun, 220 h.p., 22 knots.

Novorossia, Russian torpedo boat, 87 tons, 1 gun, 220 h.p., 22 knots.

Podoromik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Slsik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Soolchne, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strash, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungurt, Russian torpedo boat, 140 tons, 2 guns, 1,800 h.p., 22 knots.

Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

(Flagship of Rear-Admiral Alexeiff.)

(Flagship of Rear-Admiral F. V. Dubosoff.)

(Flagship of Rear-Admiral R. Rudakov.)

Bayard, French flagship, 5,668 tons, 36 guns, 4,500 h.p., Capt. Joannet, at Yokohama.
Beautemps-Beaupré, French cruiser, 1,246 to 14 guns, 895 h.p., Capt. Ternet, at Cherbourg.
Bruis, French cruiser, 4,750 tons, 16 guns, 8,800 h.p., at Saigon.
Comète, French gunboat, 473 tons, 6 guns, h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 to 13 guns, 895 h.p., Captain Bernard, at Nagasaki.
Eclaircur, French cruiser, 1,668 tons, 15 guns, 2,408 h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Dolort, at Nagasaki.
Insouciant, French cruiser, 891 tons, 8 guns, 850 h.p., Capt. La Seyne, at Chemulpo.
Jean Dart, French cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 to 35 guns, 9,000 h.p., Capt. de Broitzel, at Manila.
Pluvier, French despatch-boat, 545 tons, guns, 500 h.p., Comdr. Vidal, at Bangkok.
Surprise, French gunboat, 627 tons, 2 guns, 860 h.p., at Saigon.
Triomphante, French armoured cr., 4,700 to 2,245 tons, 4,400 h.p., Capt. B. de Broitzel, at Saigon.
Vouba, French flagship, 6,150, Capt. Bonhomme, at Haiphong.
Vipère, French gunboat, 463 tons, 6 guns, h.p., Comdr. Constolle, at Bangkok.
† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.
Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedr. Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Feilenius, at Ainoy.
Deutschland, German cruiser, 7,319 tons, guns, 5,360 h.p., Capt. Plachet, at Secou.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 to 12 guns, 12,000 h.p., Captain Gulick, at Manila.
Kaiser, German flagship, 7,576 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Shanghai.
Morse, German surveying vessel, 970 tons, Captain Korvetten, at Ainoy.
Prinzess Wilhelm, German cruiser, 4,400 to 22 guns, 8,000 h.p., Captain Truppe, at Kiaochow.
† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.
Baltimore, Flagship, U.S. cruiser, 4,413 to 10 guns, 10,664 h.p., Capt. J. M. Forsyth, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,300 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply ship, 1,428 tons, 1,800 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666 h.p., Capt. Geo. W. Pigman, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3 h.p., Comdr. S. M. Ackley, at Manila.
Culgea, U.S. supply ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply ship, Lieut.-Comdr. J. Briggs, at Manila.
Helena, U.S. gunboat, 1,597 tons, 8 guns, 1 h.p., Comdr. E. R. Moore, at Manila.
Iris, U.S. distilling ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, h.p., Lieut.-Comdr. A. F. Nazro, at Manila.
Monadnock, U.S. double-turret monitor, 3 tons, 6 guns, 3,000 h.p., Comdr. J. McGowan, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Montauk, U.S. double-turret monitor, 4 tons, 4 guns, 1,244 h.p., Comdr. E. H. Leutze, at Manila.
Nanshan, U.S. collier, Lieut. L. A. Kaiser, Oregon, 1st class U.S. battleship, 10,288 to 16 guns, 11,111 h.p., Capt. G. F. F. Williams, at Hongkong.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Hongkong.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. W. T. Burwell, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 to 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, Master A. Whitton.

Post Office.
A Mail will close—
For Kobe and Yokohama—Per *Samsui Maru* to-morrow, the 12th instant, at 11 A.M.
For Amoy and Tamsui—Per *Formosa Maru* to-morrow, the 12th instant, at 11 A.M.
For Samarang and Sourabaya—Per *Kutub Maru* to-morrow, the 12th instant, at 4 P.M.
For Hongkong—Per *Savina* to-morrow, the 12th instant, at 3 P.M.
For Singapore and Penang—Per *M. Valérie* to-morrow, the 12th instant, at 3 P.M.
For Manila—Per *Diamanti* to-morrow, the 12th instant, at 4 P.M.
For Vladivostok—Per *Pakhoi* on Friday the 12th instant, at 3 P.M.
For Kongmoon, Samshui and Wuchow—Per *Samsui Maru* on Friday, the 13th inst., at 4 P.M.
For Europe, India, via Tuticorin—Per *Coromandel* on Saturday, the 14th instant, at 11 A.M.
For Mauritius—Per *Tallie* on Saturday, the 14th instant, at 1 P.M.
For Nagasaki, Kobe and Yokohama—Per *Rosetta* on Sunday, the 15th instant, at 9 A.M.
For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Monday, the 16th instant, at 4 P.M.
For Kongmoon, Samshui and Wuchow—Per *Samsui Maru* on Wednesday, the 18th instant, at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru* on Thursday, the 19th instant, at 11 A.M.
For Kobe, Yokohama, Victoria, (B.C.) Seattle (U.S.A.)—Per *Kinsui Maru* on Thursday, the 19th instant, at 3 P.M.
For Kobe and Yokohama—Per *Changsha Maru* on Friday, the 20th instant, at 11 A.M.
For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Friday, the 20th instant, at 4 P.M.
For Singapore, Hongkong and Cebu—Per *Tamda Maru* on Saturday, the 21st instant, at 11 A.M.
For Nagasaki, Kobe and Yokohama—Per *Kasuga Maru* on Saturday, the 21st instant, at 1 P.M.
For Kongmoon, Samshui and Wuchow—Per *Samsui Maru* on Monday, the 23rd inst., at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress China* on Wednesday, the 25th inst., at 11 A.M.
For Manila, Hongkong, Shanghai, Peking, Tientsin, and Yokohama—Per *Yokohama Maru* on Friday, the 27th instant, at 4 P.M.

BATTLESHIPS.
Yashima, 1st class, 12,400 tons, 30 guns, 14 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 14 h.p., at Nagasaki.
Chinyang, 2nd class, 7,330 tons, 22 guns, 6 h.p., Yokohama.

Coast Defence Ships.
Matsumishima, 1st class, 4,277 tons, 25 8" guns, 14 at Manila.
Isturushishima, 1st class, 4,277 tons, 35 8" guns, 14 at Nagasaki.
Hashikado, 1st class, 4,277 tons, 35 guns, 14 at Shimada.
Kongo, and class, 2,550 tons, 13 guns, 14 h.p., at Kobe.
Hiyori, and class, 2,550 tons, 13 guns, 4,035 h.p., at Kobe.
Hiyori, and class, 2,600 tons, 15 guns, 4 h.p., at Kobe.

Cruisers.
Kasagi, protected cruiser, 1st class, 4,978 30 guns, 15,500 h.p.
Chiloso, protected cruiser, 1st class, 4,978 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 20 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,700 24 guns, 7,120 h.p., at Manila.
Takachioho, protected cruiser, 1st class 20 guns, 7,4 guns, 7,120 h.p.
Chiyoeda, protected cruise, 1st class, 2,450 27 guns, 5,500 h.p.
Akatsuki, protected cruiser, 1st class, 2,450 20 guns, 30 guns, 10,000 h.p., at Manila.
Tokitsuki, protected cruiser, 1st class, 2,450 26 guns, 8,500 h.p.
Suma, protected cruiser, 1st class, 2,700 24 guns, 6,500 h.p.
Idzumi, protected cruiser, 1st class, 2,950 20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 15 guns, 3,800 h.p.
Akitushishima, protected cruiser, 1st class, Manila.
Myako, 2nd class, 1,800 tons 24 guns, 5,000 h.p., 2nd class, 1,764 tons 15 guns, 2,400 h.p.
Yayoi, 3rd class, 1,600 tons, 10 guns, 2,400 h.p.
Tsukushi, 3rd class, 1,380 tons, 12 4" guns, 2,387 h.p.

Alcops and Corvettes.
Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,500 h.p.
Tenriki, 1,550 tons, 10 guns, 1,155 h.p.
Kaimon, 1,500 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gun-boat.
Oshima, 620 tons, 10 guns, 1,200 h.p., at Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maia, 620 tons, 10 guns, 700 h.p.
Chikatsi, 622 tons, 10 guns, 700 h.p., at Fuzhou.
Soko, 572 tons, 4 guns, 400 h.p.
Iwaki, 600 tons, 6 guns, 400 h.p.
Chinto, 490 tons, 5 guns, 472 h.p.
Chinsei, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Fui, 400 tons, 5 guns, 475 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.
Tatsuta, 375 tons, 6 guns, 5 torpedos 11" 5,100 h.p.

Torpedo-boats.
Ikadashi, Japanese torpedo-boat destroyer 331 tons, Comdr. I. Ishida, Hongkong
Kotaka, (Cruiser), 6 torpedo-tubes, 1,400 h.p. 14 boats (Cruiser), 56 tons, 2 torpedo-tubes 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes 1 boat (Normand), 75 tons, 2 torpedo-tubes 1,600 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes 620 h.p.

Miscellaneous.
Rinjo, armoured cruiser, 2,530 tons, 10 8" 800 h.p.
(used as gunnery training ship).
Kanjia, sailing-ship, 677 tons, 6 guns (used as training ship).
Manjia, sailing-ship, 877 tons, 6 guns. (used as training ship).
Tsukuba, wooden screw steamer, 1,989 tons, 520 h.p.
(used as training ship).
Asama, sailing corvette, 1,420 tons, 12 guns (used as a bulk).
Jingei wooden paddle steamer, 1,465 tons small guns.
(used as torpedo training ship).

RIVER STEAMERS, SLOOPERS AND LORCHES.
Fatshan, British steamer, 2,260, J. D. Hongkong, Canton, and Macao Steamship Co.
Ho-nan, British steamer, 1,377, H. D. Hongkong, Canton, and Macao Steamship Co.
Powan, British steamer, 1,890, A. N. P. Hongkong, Canton, and Macao Steamship Co.
Hankow, British steamer, 2,235, C. V. L. Butterfield & Swire.
Hoi-tong, Chinese steamer, 405 tons, Canton, and Macao Steamship Co.
Tai-on, Chinese steamer, 725, G. B. Tai-on Steamship Co.
Chun Wah, British steamer, 1, K'wong Wah Co.

Hongkong and Macao.
Heungshin, British steamer, 1,055, V. Clarke, Hongkong, Canton, and Macao Steamship Co.
Macao and Canton.
Lungshan, British steamer, 1,055, Morris Hongkong, Canton, and Macao Steamship Co.
Kiangtung, Chinese steamer, 583, Holmes China Merchant Steam Navigation Co.
Canton and West River.
Lungkiang, British steamer, 108, J. J. Los Hongkong, Canton, and Macao Steamship Co.
City of Whampoa, Chinese steamer, 40, Y. You.
Sun Chow, Chinese steamer, Ah Yon.

Hongkong and West River.
Saikong, British steamer, 250, K'wong Y. Steamship Co.
Cheung Kong, Y. K'ung, K'wong Wai Co.
Li, American lorch.
Wohay, American steamer, R. D. Thomson Hongkong, Canton, and Macao Steamship Co.
Samshui, British steamer, Sumner, Hongkong, Canton, Macao Steamship Co. & Co. and R. D. Thomson.

Lorchas and Schooners.
Kuiling, lorch, 160, Reynolds, Hongkong, Canton, and Macao Steamship Co.

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